

M.A.R.C.S. SPARKS

Monthly Newsletter of the Madison Area Radio Control Society
Madison, Wisconsin AMA Charter #665

Volume 45 - June 2006 - Issue 6

Come Fly With Us

MARCS meetings are held on the first Thursday of every month at 7:00 P.M. in Room 201B of the Madison Labor Temple, 1602 S. Park St. in Madison. Visitors are always welcome. We think we have a great hobby and we invite you to come and see and consider joining us.

Officers:

Pres: Tom Lazar, tdlazar@yahoo.com
Vice Pres: Brad Witt, bwitt@chorus.net
Secty: Pat McDonald, mrsacd21@charter.net
Treas: Ed McDonald, rcace@charter.net

Membership Information: Ed McDonald
Phone 249-0734

Flight Instruction Coordinator: Ozzie Johnson
274-0474

Mail Address for official business, **other than for publication in SPARKS**

PO Box 8864
Madison, WI 53708

MARCS Web Site: www.marcswi.org

Web Master: Jeff Alexander
marcs@alexandermail.net

The MARCS web site contains links to War Birds and Electric Flyers Special Interest Group web sites

Editor: Jerry Buss
1809 Browning Rd.
Madison, WI 53704

E mail: jbuss@itis.com Phone 244-8534
Contribution of articles for publication is encouraged.

Deadline for publication is the 20th of the month.

Minutes of MARCS General Membership Meeting, May 4, 2006

by Patricia McDonald, Secretary

The meeting was called to order at 7:10 by President Tom Lazar, there were 36 people in attendance.

April Minutes: Minutes of the April minutes meeting were approved as printed in the May issue of MARCS SPARKS.

Treasurer's Report was available for review. No visitors or new members were present

Old Business: Tom reported Field Clean Up Day was April 22, 2006. There was a good turn out. Thirty-one members cleaned up brush, the shed, and the surrounding area. A drain pipe needs to be leveled off.

The field has been rolled.

New Business:

The frequency box has the adapter for the frequency scanner.

The BOD met and is working on the problem of field assess. (See Jerry's information in the May newsletter.) But no future action has been taken at this time.

Dustin Buescher won 1st place in the Toledo event. 4th place in the Top Gun event in Florida. Congratulations went out to Dustin.

John Granberg is signing up volunteers to help out at the War Bird event. Set up will be Saturday morning at 7 AM, registration will begin at 8 AM and the flying will start at 9 AM.

Dave Rush reported that set up for the Electric Fly-In on July 9th will start that morning. Hobby Lobby will sponsor the event.

Otto Oie is ill.

Raffle winners: **Hubi Schneider** a Dremel tool and **Wendell Hottmann** a field charger.

Show and Tell: (Also see the photos on our Web site) **Dave King** brought a Great Planes Fling with a 2 Meter high start electric motor. **Ray Walsh** showed us a PT-19 army trainer and the bottom wing of a Fleet Bipe. **Wendell Hottmann** brought a Tiny Tiger Moth ARF kit, he also showed a ¼ Newport II Electric powered Balsa USA kit

2006 MARCS Calendar of Events

Name	Date	Location
Boy Scout Fun Fly	June 3	Kettle Field
IMAA Big Bird Rally	June 10	Kettle Field
War Birds Over Dane	June 17	Kettle Field
Thermal Soar	June 17	Long Island Sod Farm
Electric Fun Fly	July 9	Kettle Field
1.5 Meter Glider Hand Launch	July 15	Long Island Sod Farm
Ken Kindschi Scale Rally	August 20	Kettle Field

Philosophy 101

SUCCESS:

- At age 4 success is . . . not peeing in your pants.
- At age 12 success is . . . having friends.
- At age 16 success is . . . having a drivers license.
- At age 35 success is . . . having money.
- At age 50 success is . . . having money.
- At age 70 success is . . . having a drivers license.
- At age 75 success is . . . having friends.
- At age 80 success is . . . not peeing in your pants.

Job for Sale

The response to my request last month for someone to take over the editor's job has been underwhelming. Seriously, guys, I'd like to be replaced. Think about it and give me a call. Please?

Boy Scout Fun Fly

On Saturday June 3 we will be entertaining Boy Scout Troop 615 from Beloit at our annual fun fly. Come on out to the field by about 9:00 o'clock for a day of fun teaching kids how to fly RC.

We will follow the usual format. There will be a brief ground school session, after which the kids will pair up with instructors to fly. Those awaiting their turn to fly will be encouraged to build AMA Darts for fun flying and to take home. We will want to give each scout a couple of kicks at the cat on the buddy system. It would be ideal to have enough instructors to have no more than about four planes in the air at any given time, but to have an equal number of reserves to provide breaks for everyone. Lunch will be served circa noon.

If anyone wants to bring a big bird or an aerobat or a pattern flyer or something similar for demo flights during lunch, that would be great.

If you have a trainer and buddy system, please

bring it. The club has several buddy cords and boxes of various makes, so if you only have a trainer, bring it out and use one of the clubs trainer systems. We also need spotters to assist the instructors and several people to help the kids build AMA Darts. Bob Hinrichs will lead the building. He has the kits and will also provide the building supplies.

I will do the advance cooking and Pat McDonald will ramrod the heating and serving, but she will need a body or two to assist.

The Gate, Verona, the Opinion of a Non-Member

Today, May 9, I received an e mail from a flyer who uses the Verona flying site and has been following our gate issue, apparently through Sparks as carried on our web site. I thought his comments would be valuable and am publishing it below, with his permission.

I am a local RC flyer from Cross Plains who was interested in joining up with the MARCS Club, and still am interested. I have enjoyed reading and following the newsletters that you have been publishing. Recently I have read quite a bit about the gate access and the issues surrounding it. I have over the past few years tried to stop out and see if anybody is flying (usually evenings, and weekend afternoons) but I have been unable to get in due to the gate being closed. I understand the reasons for keeping it closed and it makes sense, but I still was not able to get into the field and see what the field is like and what the club is like. Frustrating. I'd really like to join your club (just to have another field to fly at and to meet some other flyers in the area), but it was aggravating that I couldn't get in to your field to talk to the folks that were there and to see what their club was all about.

I was then told about the Verona field and went up there and was taught how to fly by a few of the guys up

there. I am currently flying up there a few times a week and really enjoy it a lot. The selling point to me was the location (20 min from my house).

I read in your last newsletter some comments that were made about the field in Verona, that I don't think are accurate accounts of the flying conditions over at Verona. Specifically "On the other hand, It's rough, it's small, it's seriously obstructed by landfill vents, there is no enforcement of safety rules, the frequency board is largely ignored"

This field is in terrific shape, it is flat and smooth and has no significant obstructions since it is on top of a hill. The landfill vents are only 3 feet height and are in the un-mowed portion of the field. They are not even close to being in the approach or takeoff patterns of the planes since they are only 3 feet height and are at least 100 feet from the mowed part of the runway (makes for an extremely shallow landing pattern for them to be of any significant threat). There are safety rules that are posted that are very much inline with the AMA safety code. We police our own, while not sanctioned by a club, we are able to keep things quite civil. Usually a friendly reminder is all it takes. There is a frequency board that is used also. As at any flying field (club field or public) it is in the flyers best interest to do a check of people who are there that day to see what frequency they are on. I invite you to stop out and see our field for yourself (perhaps you already have), but if you haven't please do so.

One neat thing about the Verona location is that it is part of the Badger Prairie County Park. Just down the hill from us there is a public dog park, as well as hiking trails and a soccer field. Almost every time I am there we get about a half dozen people walking up to our flying field to check things out. If I see someone new I almost always invite them out onto the field and to try and fly my airplane (trainer) with the buddy-box system. They are usually elated and really get a kick out of trying their hands at the controls (a few have even gotten into the hobby from this). So the public exposure is wonderful.

I completely understand that you wrote this with the intent of trying to keep folks at your flying field and not running over to Verona to fly. I just wanted to give you my view of the flying conditions at Verona and to clear up any miss-conceptions.

I do hope you are able to get some sort of solution to the gate problem that the club is up against. I'd hate to see the MARCS field or club get shut down over this. I think the more exposure we can get for our hobby the better. Having easy public access to flying fields is

essential to getting new people to join our clubs and to get into our hobby. There is certainly more than enough room in the Madison area for two or maybe three flying fields to exist.

*Respectfully yours,
Ryan J. Goth*

More About the Gate

At the May meeting of the BOD, a tentative plan was laid out to promote public and member access to the field. The plan centers on a "Club Night" program.

Permission will be sought from the County to have an open gate night or weekend afternoon. Members will be asked to volunteer to serve as gatekeepers to assure the gate is locked after the flying is done and folks have left the field. Members will be encouraged to come out and fly and to bring the wife and kids. They can get a grill out and cook up some brats or whatever for a picnic at the field, possibly sharing their vitals with a visitor. Informational postings will be made in hobby shops and other places encouraging the general public to come out and watch us fly and, if they choose, take a turn on a buddy cord. Whether this will be done on a certain week night or a weekend afternoon is not yet decided.

A new sign at the gate will also promote this program. Ed McDonald's informational brochure is due for reprinting and this program will be built into it.

In addition to seeing that the gate is locked when we leave, the gatekeeper could perhaps serve as the greeter of any visitors who may show up. He might also provide or arrange for a buddy cord flight for visitors. We need to consider how to assure that there is always a trainer and buddy cord available, if needed.

You have a part in the planning of this program. Volunteers will be needed to set up a roster of gatekeepers. Please send me a note or call me to become a gatekeeper volunteer. When we have our ducks in a row, I will set up a roster for gatekeeper duty. There has been a lot of comment about the need for better field access, so I suppose all of you are going to want to sign up to promote it. You can do so easily. Just click here: jbuss@itis.com.

Nothing is set in stone about this program and comments and suggestions are both needed and welcome and should be directed to Tom Lazar. You can do that easily too, just by clicking here: tdlazar@yahoo.com.

Cycle Your Batteries

Poets say that spring is sprung and the grass is riz.

I might add that if you don't mind your batteries you may get the biz.

The flight pack that was just fine last year is a year older. If it's only two years old, it *likely* isn't in terminal condition, but it *may* be. If it's three years old, it probably has seen better days, although it still may be safe to fly. It would be a smart idea to check it out. Actually, you would do well to check all of your battery packs, including transmitter packs, several times each flying season. It's a heck of a lot cheaper than losing your airplane.

Your battery pack should discharge 70 per cent of its rated capacity on a cyclor. A charger/cyclor like the one sold under the Hobbico brand name isn't cheap, but it costs a heck of a lot less than a new airplane.

If you have a flight pack rated at 600 MaH, it should discharge more than 420 MaH. Regardless of the capacity of the pack or the number of cells, the 70 percent rule holds true. If your rated capacity is 1500 MaH, it should discharge more than 1,050 MaH. The MaH capacity of the pack should be printed on it.

Where your transmitter pack is concerned, most, or at least many, transmitters have a diode between the battery pack and the charger receptacle that prevents cycling the battery. You must remove the battery pack from the transmitter to cycle it.

If your pack is close to the 70 per cent threshold, watch it closely - cycle it often, or replace it. If at or below the threshold, get rid of it now. The airplane you save will be your own. To dispose of a bad pack, simply turn it in where you buy the replacement pack. Do not sent it to the landfill.

Dustin at Top Gun

Le Roy Stuczynski reports in the May issue of Eagle Screams, the monthly bulletin of the Screamin' Eagles, the IMAA club, that he went to Jacksonville to see Top Gun. He reports that Dustin Buescher finished 7th in the Expert Jet Class. Note that the minutes, above, say it was 4th place. I've no idea which is correct. You may access Le Roy's pictures of Top Gun and of Dustin and his BVM F-86 from his Gallery of Aviation web site. Go to <http://galleryofaviation.com/>. Follow the links to the May 2006 Eagle Screams bulletin.

You will also find a link in Le Roy's bulletin to Carl Bachuber's web site where you can find pictures of his latest production, a 180 inch Super Connie, along with all of his other marvelous models. Or, you can just click here: <http://www.carlb-rplanes.com/>.

The Bent Bird

Giant Gas Gotchas

By Don Weigt

Hmmm. It's a strange world. Here we are, switching from alcohol to gasoline to power big models, and our cars may be switching from burning gasoline to ethanol. Some day soon, we may drive our alcohol fueled cars to the field to fly our gasoline powered models, the reverse of the way it was for the past 50 years!

THE GOOD STUFF: Gas is a great fuel for an airplane: it has lots of energy per pound, so a plane can lift enough fuel for long flights. It vaporizes easily, which is important, because liquid fuels can't burn until they change to vapor (gaseous state). At high altitudes, where the air is very cold, that is a big advantage. It's also nice for those of us crazy or motivated enough to want to fly models in winter. It also mixes easily with oil, and leaves 2 stroke model engines better protected after a run than glow fueled engines. No after run fluids or oils are needed.

Gas has cost quite a bit less than most other fuels, too. My 60 inch P-51 powered by an OS .46FX burns nearly an ounce of glow fuel per minute. Typical flights use 10 to 12 ounces of fuel. My last gallon of 15% nitro fuel just cost me \$22.00. That's enough for 10 to 12 flights, making my fuel cost about \$2.00 per flight! That's not terrible, but it isn't cheap..

My 82 inch PT-19, with a gas burning Zenoah G-23, burns about 10 ounces of gas and oil mixed in 15 minutes. That costs about \$0.35, even at today's prices, and including the cost of the oil that must be mixed with the gasoline. The G-23 and .46FX probably make similar amounts of power. The P-51 is faster and more aerobatic, but the PT-19 is a much bigger plane. You might think rising gas prices would even the costs a bit, but glow fuel prices seem to be rising at least as quickly (as a percentage) as gas prices.

It's easy to get the oil to mix with gasoline. There are many brands of oil made for 2 cycle engines used in chain saws, trimmers, and outboard motors. It's available in most hardware stores, power equipment dealers, and gas stations.

Much less oil is needed than in glow fuel: only 1 part oil to 24 or more parts gasoline. Glow fuels are about 1 part oil to 4 parts alcohol and nitro methane! So, the gas powered model has lots less oil to spread everywhere on the model behind the engine. Models stay much cleaner.

THE NOT SO GOOD STUFF: You're still waiting for the bad news, right? Here it is!

Gasoline is much more dangerous. Because it vaporizes more easily, we have to be much more careful to avoid fume buildup to an explosive level. So, be sure your "gas can" full of model fuel is tightly sealed when you transport it to the flying field.

Gas containers pressurize when warmed. Gas can gush out when the seal is broken. I connect my fueler's fill and vent lines together for transport. I had gas come gushing out when I disconnected them at the field. So, I quickly learned to crack the seal on the lid before disconnecting the fuel line from the vent line. It's better for the environment, saves a mess, and saves fuel and money, too.

Of course, I have to remember to tighten the lid before putting the fueler in the car for the trip home. If I don't, I'll have a dangerous fume level and unpleasant smell in the vehicle, and maybe even an oil stain.

Also, the rubber parts in the Walbro carburetors used on most gas engines may not tolerate ethanol mixed in with the gas. It is getting hard to buy gasoline that doesn't have some ethanol in it. This could become a big problem if state or national laws are made requiring blending some ethanol to be mixed in all gasoline vehicle. Pure gasoline may become a specialty item sold in gallon tins in hardware stores. That certainly would cause a higher price to us!

Hobby shops tend to have tanks and fuel lines for glow powered models. The tank stoppers and flexible fuel lines for gas models need to be made of different materials. They are more of a specialty item at hobby shops.

The clear plastic flexible lines supplied with my fueler became very hard and stiff after a few years. It was nearly impossible to flex them enough to fill the models! The only common gas fuel line in hobby shops was 1/8 inch Tygon™, which was smaller than the original line. I was sure a long length of it would slow the pumping of the fuel, already a rather long process squeezing a fuel bulb with check valves that is in the fueling line.

I found 1/4 inch Tygon line, and 1/8 inch, at the Middleton Power Center. I imagine most power centers would have it. I bought 6 feet of the 1/4 inch line, and replumbed my fueler. Its lines flex again, making fueling much more pleasant. The only problem I had with it was that it was slightly too big for some of the fittings. Luckily, they were metal that would take solder. I cleaned and dried the fittings, then soldered wire wraps to the outside to increase the diameter of the barbs. As long as the solder made a smooth surface, the tubing sealed to it. A short ring

of brass tubing could have been soldered on instead of the wire, and might have been easier to seal.

Gasoline and oil mixed is still about the best fuel for large models. But, like everything else, we need to learn how to use it for best results.

Karaya Ein

By Jerry Buss

After the Mustangs he met over Romania, Shturmoviks were, by far, Bubi Hartmann's toughest opponents, not because they were especially dangerous, but because they were so heavily armored that it was hard to bring them down. Still, his total bag included 70 of them. On one occasion he had astonishing success. He attacked four Ilyusions flying at about 500 meters, about 1,600 feet, in echelon right formation and apparently carrying a couple of fairly heavy bombs each. When Erich attacked the rightmost tail end Charlie from beneath, the leader lead the two other survivors in a split ess. With their bombs still aboard, they were too low and too heavy and all three augured into the ground. Four kills with one burst.

On July 1, 1944, Erich scored three kills against Shturmovics to raise his score to 250. Only four other pilots had ever reached that level and all stood a little ahead of him now. Gunther Rall of JG-52 lead the pack. Walter Nowatny, now flying Me -262s against the B-17s and who would soon die when caught by a Mustang in his landing approach with one dead engine, Otto Kittel of JG 54, also soon to die when attacked head on by an IL-2 with its tank killer 37mm cannon, and Erich's good friend, Gerd Barkhorn, also stood ahead of him. Barkhorn was actually running well ahead until he fell victim to a lend lease Airacobra, possibly flown by the Russian Guards ace Alexander Pokryshkin, before the geschwader was withdrawn from Romania. He suffered arm and leg wounds that would allow Erich to pull far ahead in the scoring race while he recuperated until late October.

On July 24 Eric reported to the Wolf's Lair in East Prussia to receive the *Das Eichenlaub mit Schwertern*, Oak Leaves with Swords, to the Knight's Cross along with several other winners of oak leaves or swords. Only Hermann Graff had received the Swords before while still a lieutenant, two years earlier.

It was a different Adolph Hitler before whom Bubi now stood from the one who had hung the Oak Leaves around his neck at the Eagle's Nest the year previous. The ceremony was carried out in the same room where, four days earlier, the assassination attempt bomb

plot had taken place and signs of blast damage to it were in plain sight. When shaking hands, Hitler offered his left hand while the right hung limp at his side. When spoken to, he turned his left ear to the speaker, for he apparently could hear nothing in the right. He was haggard and morose and in later speechifying bitterly condemned his generals for the treason of some and the incompetence of the rest. Still, new super weapons were on their way and the Anglo-American invasion would be turned into another Dunkirk. It was a confidence that Erich, and likely the others as well, didn't share.



Hartmann is second from left, with the left handed Adolph Hitler

Bubi Hartmann returned to the front immediately after the award ceremony. Gunther Rall, with 275 kills and the leading German *experte* at the time, had been transferred to

the Western Front to command JG 11. In his first fight with the Amies who were raiding Berlin, a P-47 from the 56th Fighter Group, Zemke's Wolfpack, shot his Gustav up badly and surgically amputated the thumb of his left hand

with a .50 caliber round. He broke off and headed for home, but when his mount was unequal to the task he had to bail out. Welcome to the Western Front, where he never did score a single kill! His earlier estimate that the Americans were probably a lot tougher opponents than the Russians seemed to have some merit. Bubi's former mentor, Paule Rossmann, with 93 kills and finally a commissioned officer,



Gunther Rall, 275 kills, # 3 Expert. Note bandaged left hand resulting from meeting with a P-47. Recently he has sold autographs on Amazon for \$150 each. The medal he wears is the Knights Cross with Oak Leaves and Swords.

was a Russian POW. Gerd Barkhorn was still recovering from his wounds and Russian aircraft were on the doorstep constantly and in abundance, seldom more than 15 minutes away from take off. By August 22 he raised his score by 32, to a total of 282. He had passed Rall's 275 and was the highest scoring fighter pilot in the world. On August 23 he scored 8 more on three sorties to raise the total to 290 and the unheard of score opt 300 was in sight.

When Werner Molders and Adolph Galland had scored 100 kills to receive the *Brilliantine*, Diamonds, to their Knight's Crosses, the feeling was that surely no other pilot would ever reach that level. Then Gordon Golub had raised the Diamonds standard to 150. But Hermann Graf had to hit 200 to win the Diamonds. Then Walter Nowatny, Günther Rall, Otto Kittel and Gerd Barkhorn exceeded 250, but only Nowatny ever received the Diamonds as the standard ran away before them as their scores grew. Erich Hartmann had joined and now exceeded them all above 250. But 300?

On August 24, 1944 Bubi Hartmann flew two sorties. Retuning from the first, he made 6 wing wagging victory passes over the field to the cheers of every man present, regardless of rank. He needed only four more. Since early morning a party had been in the planning mode. Bleeding Heart Karaya banners and posters were being crudely created. A huge victory wreath was crafted out of pine boughs and wild flowers. Now that he had been so successful on his first flight of the day, all of the bier, schnapps and cognac that could be begged, stolen or scrounged was being collected. Anticipation of a bash ran high. Rearmed and refueled, Erich and his wing man took off on their second flight of the day and about fifty minutes later they returned at under 20 meters of altitude. One pass. Two passes. Three, four, and then a fifth pass. The field went absolutely nuts. Erich Hartmann had scored his 301st kill, an Airacobra. Once on the ground Eric was adorned with the victory wreath around his neck and took a swig of Champaign. He made a wry face. With no ice to cool it, it tasted awful, but by midnight there was nothing alcoholic left at the field. The following



morning a message was received that Adolph Hitler had ordered Erich back once more to the Wolf's Lair at Insterburg to receive *das Eichenlaub mit Schwertern und*

Brillanten zur Ritterkreuz des Eisernen Kreuzes, the Knight's Cross of the Iron Cross with Oak Leaves, Swords and Diamonds. He was to be the seventh and last day fighter pilot to receive the Diamonds; two night fighter pilots also received it. In all, it was awarded only 27 times to men in all services. Erich was the 18th. He was immediately grounded. Losing him would be a terrible propaganda blow.



Since he was last at Insterburg, events had moved apace as a result of the July 20 assassination attempt and Erich found new and, to him, odious security measures in force. The HQ was divided into three security zones and the third, innermost zone, where the Führer lived, had an

absolute prohibition against fire arms and Erich must surrender his pistol. There are two versions of his reaction. According to Constable and Toliver, he told the SS security chief that if Hitler didn't trust his front line officers, he didn't wish to accept the diamonds. According to Usch, he said that Hitler could take the diamonds and stick them! Whatever, the SS man was aghast. Hitler's personal Luftwaffe aide, Major von Below, was summoned. Von Below had dealt with Hartmann before when he, Barkhorn, Weiss and Krupinski had arrived at the Eagle's Nest dead drunk to receive the Oak Leaves and he realized that Bubi was not a big respecter of high rank - even the ultimate rank. If he were to refuse the Diamonds, Hitler would likely go on a carpet chewing rampage and so von Below relented and allowed him to retain his side arm. As it was, Hitler was in better physical shape than he had been at the award of the Swords. He could shake hands normally and seemed to be able to hear with both ears

Regardless of which reaction to the issue of being disarmed one accepts, Erich Hartmann was certainly not cowed by Hitler's presence and in conversation over lunch he spoke to him more frankly than most people dared. He was critical that such untrained and unfit pilots were coming to the front. They had only fifty or sixty total hours and never more than 20 in a Gustav, They were all



Hitler can shake hands with his right hand.

dead within a few days and it seemed to him to be criminal. He also criticized sending untrained pilots up against the Americans over Germany in bad weather. Ignorant of instrument

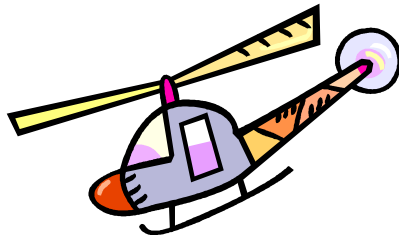
flying, they invariably failed to find the bombers and then couldn't find their bases either, thus crashing at best and being killed at worst for no result. Wait for good weather and then launch all out attacks, was his advice. Unknown to him, Adolph Galland, General of Fighters, was urging the same thing on Hermann Göring, but to no avail.

Returning to 9 Staffel after the award ceremony, Erich was ordered the next day to Berlin for an interview with Galland. Then he was to have a ten day leave. While in Berlin, Göring demanded to see the great *experte* and during his audience, Erich appealed directly to Fat Hermann to be reinstated to flight status. After a brief hesitation, he assented. On September 1, Bubi was promoted to the rank of *hauptmann*.

On September 10, 1944, war be damned, Erich Hartmann and Ursula Paetsch were married in the City Hall at Bad Wiessee with Gerd Barkhorn and Willi Batz as witnesses. On emerging from the building, they passed through an arch of sabres formed by Luftwaffe officers in their honor. Much too soon it was time to return to duty and shortly thereafter Usch discovered that she was pregnant.



M.A.R.C.S.
1918 Gulseth St.
Madison, WI 53704



Your headquarters for RC planes, trains and automobiles

Schultz

Sport & Hobby

315 S. Thompson Rd.

Sun Prairie, WI

(608) 837-3498

Mon.-Fri., 8:00 to 5:00